

*Report to the Ministry of Education for  
Consideration in Conjunction with the  
Area Report on North East Christchurch.*

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**north**east  
secondary education  

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committee

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## **1.0 Introduction**

This report is submitted by Christchurch North East Secondary Education Committee Incorporated (NESE) for consideration in conjunction with the Ministry of Education's Area Report for North East Christchurch.

This information is intended as supporting information for the need to establish a high school in the 8083 area of Christchurch. It identifies significant points for consideration. It is additional, supplementary information only and should be read in conjunction with NESE's May 2009 "Proposal to Build a New High School in North East Christchurch Following Investigation into Secondary Education Requirements".

We do not repeat here the statistical, financial, environmental or geographical evidence for the need for a local high school.

In this report we refer to the 8083 area. This is the postal code of the area north of the Avon River, east of Marshland Road and South of the Waimakariri River as per the proposal.

## 2.0 The Influence of School Size on Educational Outcomes

Recent research has investigated how educational outcomes are influenced by the size of a high school. The key performance indicators are student attendance; student performance and cost per student.

A WestEd report found large schools disadvantaged lower socio-economic and minority students.<sup>1</sup> It also cited increased transport costs with large catchment areas.

New York City transformed 20 large high schools into 200 “small schools of choice” with about 100 students in each year.<sup>2</sup> This served disadvantaged students better, enabling them to complete their schooling, while also delivering better student outcomes.

Two case studies found smaller schools have higher student achievement, greater participation in extracurricular activities, lower levels of student violence and higher levels of satisfaction among students and teachers.<sup>3,4</sup> The idea that large schools are less expensive to operate was proven false.<sup>3</sup> High schools larger than 900 students cost more to run than small high schools, due to transportation costs and inefficiencies in bureaucracy.<sup>3</sup>

A report from Ohio University found evidence that larger schools are not cheaper to build than smaller schools.<sup>5</sup> The report says the most effective way to minimize construction costs is by creating long term plans for construction to occur during economic downturns.

Education Resource Strategies<sup>6</sup> studied small innovative “leading edge schools”. These schools strategically organised their people, time and money resources, creating a more responsive instructional framework and significantly improving student performance.

### Recommendation

Smaller high schools offer a safer, more positive, higher achieving environment with less discipline problems. Smaller schools are more economical to operate, while having the flexibility to adapt quickly to meet student needs.

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<sup>1</sup> Are small schools better? School size considerations for Safety and Learning

[http://www.wested.org/online\\_pubs/po-01-03.pdf](http://www.wested.org/online_pubs/po-01-03.pdf)

*WestEd Policy Brief (Joan McRobbie, Malia Villegas), October 2001*

<sup>2</sup> Transforming the High School Experience: How New York City's New Small Schools Are Boosting Student Achievement and Graduation Rates.

<http://www.mdrc.org/publications/560/full.pdf>

*Bloom, Howard; Thompson, Saskia; Unterman, Rebecca; Herlihy, Corinne; Payne, Collin*

*(MDRC, New York, NY, Jun 2010)*

<sup>3</sup> Small Schools: Tackling the Dropout Crisis while Saving Taxpayer Dollars.

<http://www.thinknewmexico.org/policypubs.html#smallschoolspub> (*Think New Mexico, Santa Fe, Summer 2008*)

<sup>4</sup> Smaller, Safer, Saner Successful Schools.

<http://www.ncef.org/pubs/saneschools.pdf>

*Nathan, Joe; Thao, Sheena (National Clearinghouse for Educational Facilities, Washington, DC and Center for School Change, Hubert H. Humphrey Institute of Public Affairs, University of Minnesota, 2007)*

<sup>5</sup> Don't Supersize Me: The Relationship of Planned Construction Cost to Planned School Enrolment in the U.S.

<http://howleycb.googlepages.com/asyetunpublishedmanuscripts>

*Howley, Craig B. (Ohio University, Athens, Oct 2005)*

<sup>6</sup> Strategic Designs: Lessons from Leading Edge Small Urban High Schools.

<http://www.educationresourcestrategies.org>

*Shields, Rebis; Miles, Karen (Education Resource Strategies, Watertown, MA, 2008)*

### 3.0 Active Transport

Active Transport is defined as physical activity as a means of transport including riding a bike, walking, scooting, skateboarding and rollerblading. The benefits of children walking and cycling to school are far reaching. There is strong evidence about the health benefits of children walking and cycling to school. Physical exercise has also been linked to the development of executive brain function in children.<sup>7</sup> With regular use active transport becomes an established part of routine behaviour which can extend through adolescence and into adulthood.

Active travel is good for children. They benefit from the exercise. They enjoy the social contact and opportunities to explore their world active travel often provides.<sup>8</sup> The benefits of children getting to school using active transport are significant.

More children walking to school means:

- better levels of fitness and health
- less money spent on petrol
- reduced energy use and fewer vehicle emissions
- children learn sustainable transport habits for the future
- less congestion at the school gate
- more social interaction for children, families and whānau

The number of children being driven to school has increased significantly over the last 20 years. School traffic creates a high proportion of peak traffic volume. Congestion near school gates is a growing concern, adding the risk of injury to children. However, many successful initiatives are causing a change in thinking about transporting children to school. Active Transport initiatives include:

- Walk and Wheel Wednesday – Christchurch City Council.

This annual programme where Christchurch primary schools are invited to “Walk to School Day” once a week, for six to eight weeks, has grown to now include over 11,000 children from 30 schools. Schools in all decile areas participate. On average, 79 per cent of children in participating schools walk, scoot or cycle to school during the challenge each term. Some schools now run their own challenge all year.

This has been extended nationally with the Feet First walk to school every week programme, run by Land Transport New Zealand and the Energy Efficiency and Conservation Authority. In 2008 Primary school children from over 440 New Zealand schools took part. In 2009 a year long programme to encourage safe walking to school was established<sup>8</sup>.

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<sup>7</sup> Tomporowski, P.D.; Davis, C. L., Miller, P.H.; Naglieri, J.A. (2008) Exercise and Children’s Intelligence, Cognition, and Academic Achievement; *Educational Psychology Review* 20: 111-131

<sup>8</sup> [www.ccc.govt.nz](http://www.ccc.govt.nz)

- Getting There - on foot, by cycle - Ministry of Transport

This is a strategy to advance walking and cycling in New Zealand. Getting There - on foot, by cycle maximizes the contribution of walking and cycling towards achieving the New Zealand Transport Strategy's vision and objectives. Walking and cycling connect people with their communities. People engage with their communities more intimately when walking and cycling than when travelling by car. Walking and cycling play important roles in the development of lively, well connected, friendly communities. Streets designed for people, not just cars, are considered important indicators of a healthy community.<sup>9</sup>

- 10,000 Steps

This is a free health promotion program that encourages the use of step counting pedometers to monitor daily physical activity levels.<sup>10</sup>

- The Push Play Campaign

This aims to inspire New Zealanders to become more active, and to value sport and recreation as integral to their day. SPARC's Push Play Parents 2008 campaign promoted the Government's new physical activity guidelines for children and young people. The guidelines advise that children aged 5 - 18 need at least 60 minutes every day, of moderate to vigorous physical activity, which causes them to huff and puff. The 60 minutes can be broken into manageable chunks. It can be achieved through daily activities like walking to school, PE and play at school, playing sports, biking to local activities and playing after dinner.<sup>11</sup>

- Health Sponsorship Council Bike Wise.

Bike Wise is New Zealand's national programme, which promotes cycling as a fun, healthy and safe way to travel<sup>12</sup>.

- Police Road Safety Education Programmes

- \* Stepping Out is the junior primary programme in the Road Safe Series produced by the Police Youth Education Service in conjunction with McDonald's. Road Safe is a series of programmes, providing young people with appropriate road safety skills and practises at all levels of their schooling.

- \* The Riding By programme is for students in years 4-6. Riding By aims to encourage children to develop knowledge, skills and positive attitudes to keep them safe on and near the road. It covers topics such as safe walking, coping with traffic hazards and an introduction to cycling safety.<sup>13</sup>

The 8083 area is the ideal place to continue the culture and attitude towards healthy transport choices that have been developed in the primary age group. Although bounded by major arterial roads, the area is not a traffic thoroughfare as it is bounded on its northern side by the Waimakariri River and eastern side by the coastline.

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<sup>9</sup> [www.transport.govt.nz](http://www.transport.govt.nz)

<sup>10</sup> [www.10000steps.co.nz](http://www.10000steps.co.nz)

<sup>11</sup> [www.pushplay.sparc.org.nz](http://www.pushplay.sparc.org.nz)

<sup>12</sup> [www.bikewise.co.nz](http://www.bikewise.co.nz)

<sup>13</sup> [www.police.govt.nz](http://www.police.govt.nz)

The natural environment encourages enjoyment of walking and cycling, providing safe transport routes away from main traffic areas.

Children born in the 1999 baby boom are reaching high school age. Through their participation in the successful programmes at primary school, they are equipped with the knowledge and experience to transport themselves safely to school.

The distance to the closest high schools to the 8083 area discourages active transport. The area is bounded by Marshland Road to the west and QEII Drive to the south. Planning of the new Northern Arterial four lane motorway and four laning of QEII Drive is under way<sup>14</sup> with construction anticipated to commence in 2013. This motorway will bound the 8083 area along its western and southern sides. The existing high schools are far away and will become too hazardous to get to by active transport.

The map on the following page shows how our north eastern suburbs are well designed for connectivity. The streets are connected by passageways and reserves. The extensive Rothesay Green Corridor along the edge of Bottle Lake Forest joins the areas of North Shore, Parklands and Forest Park, through Queenspark and Tumara Park to Waitikiri. A direct route can usually be found by active transport and in many cases can be faster and easier than driving.

### **Recommendation**

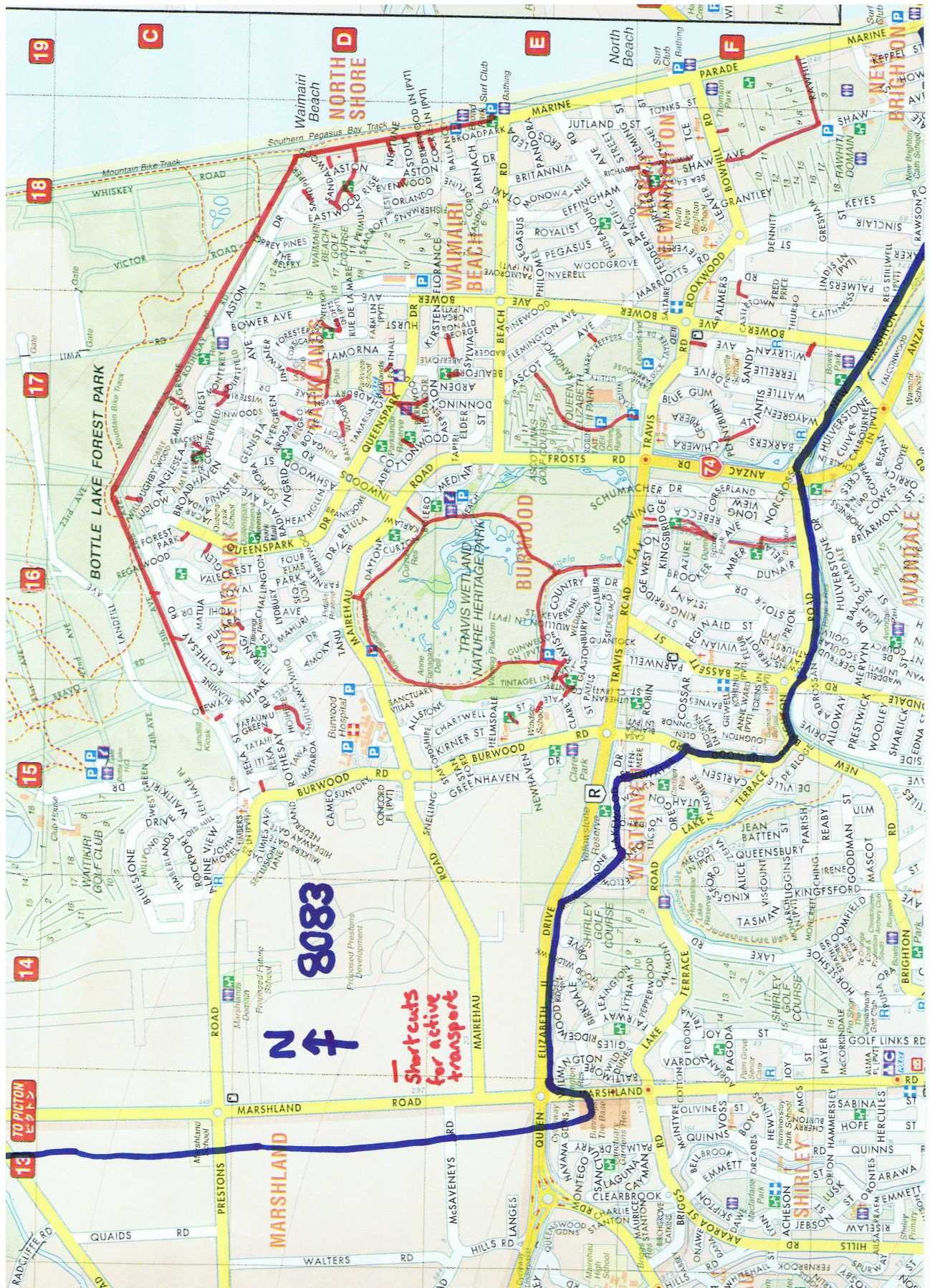
Children are equipped with the knowledge and experience to transport themselves safely to school through participation in successful programmes at primary school. Established safe travel routes are used by local primary school children as they walk and bike to school. These should naturally be used for a local high school as students take themselves to school by active transport.

The distance to the high schools to the 8083 area discourages active transport. The establishment of a new local high school in the 8083 area will enable active life style routines to be reinforced and to extend into lifelong habits with significant benefits to individual and community health.

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<sup>14</sup> Roads of National Significance [www.nzta.govt.nz/network/projects/christchurch-northern-corridor](http://www.nzta.govt.nz/network/projects/christchurch-northern-corridor)

### 3.1 Shortcuts for Active Transport in the Parklands Area





## **4.0 Living and Learning in the Local Environment**

The benefits of learning in your own community are well documented and form part of learning from Te Whariki through the New Zealand Secondary Curriculum. Understanding the connection between your environment and your place within it develops belonging, respect and an understanding of concepts and processes.

The community in north east Christchurch is defined by the area's natural resources. Families choose to live here for the outdoor recreation opportunities. Our children already participate in teaching programmes and events through school and extracurricular activities. These include the Park Ranger Learning Through Action education programmes for Travis Wetlands and Bottle Lake Forest; Beach Education provided by Surf Lifesaving; Orienteering Days in Bottle Lake Forest; Kite Days at New Brighton beach; sporting events such as the Weet-Bix Tryathlon; Tiddlers Multisport and The City to Surf to name a few.

### Opportunities for teaching excellence

There is huge potential for development of a high school with a unique character which reflects the natural environment of the 8083 area. There are opportunities for a school to excel in the delivery of the eight learning areas and values of the New Zealand curriculum, with strengths likely to be in the delivery of science and health and physical education.

The 8083 area incorporates approximately 15km of coastline including Waimairi Beach, Brooklands Lagoon and 4 Surf Lifesaving clubs; Travis Wetland and 1000 hectares in Bottle Lake Forest. It is bounded by the Avon River and the braided Waimakariri River.

Physical recreational facilities are abundant. Bottle Lake Forest has a network of roads, mountain bike tracks, horse trails and walking tracks. The forest is a recreation area combined with a working forest and is a significant visual learning resource. It provides evidence of forestry processes while integrating recreation and business activities.

Travis Wetland is home to a large population of water fowl, insect and fish species. The wetland is being restored to its original state.

The 8083 area is home to the QEII Park Recreation and Sports Centre, New Zealand's largest multi-sport and leisure complex. QEII is home to the NZ Academy of Sport (SI) and Sport Canterbury. In addition to leisure pools, training pools, diving pool, spas, a fitness centre and The Southern Centre, there is a 450 seat indoor stadium and a 15000 capacity outdoor stadium. In the area there also are many golf courses, sports fields and a skateboard park. Several rowing and tennis clubs are well established in the area.

The area has a rich history, drawing local Maori to food sources. Waitikiri was an eeling lagoon. Travis Wetland is a remnant of the mahinga kai for local Maori. The wetlands were a source of birds, while fish were harvested from the Avon River and coastal areas.

### Recommendations

The 8083 area demonstrates many examples of the successful integration between the natural resources and education programmes. The environment is rich in learning opportunities. A high school in this area would provide outstanding opportunities for pupils to interact with their community in a holistic way, developing lifelong learners.

## **5.0 Sustainability**

We believe there is a tremendous and immediate opportunity for the 8083 area of Christchurch to be a flagship for sustainable schooling on a national and international stage. Our vision includes an environmentally friendly school which minimises the impact of the school on our unique natural environment while using the same natural environment to advance the education of our children. An energy efficient design could harness renewable solar or wind power.

The absence of a local community high school leads to the dispersion of children and families across Christchurch. A high school in this community would strengthen friendships and connections among our youth. Reliance on parental transport for commuting to school, after school activities and to and from friends' houses, would be minimised. Children have a strong desire to feel included as members of a sustainable community.

Our area has comprehensive facilities for sports and recreation. In addition to the outdoor recreation facilities mentioned previously, there are two local libraries in Parklands and New Brighton and several community centres which are home to many sports clubs and community groups.

The connections between the community and local businesses must also be considered. The 8083 area has many small community shopping areas. There is no large shopping mall. People moving by active transport are more likely to be familiar with the businesses they pass regularly and use their services. A local high school would stabilize population giving more surety to businesses in the area.

A stable population would invest more into the local community through business and volunteer hours. Local business success is also a goal in sustainability.

### **Recommendation**

We all seek a sustainable future. A local high school for this community is a solution that will have wide economic, social and environmental benefits.

## **6.0 Local High School : Reduced Expenditure on Roading Infrastructure**

NESE met with Christchurch Mayor Bob Parker and Christchurch City's General Manager of Strategy and Planning Mike Theelen on 17 August 2010 to discuss our community's desire for a local high school. Every day more than 500 high school students currently leave the 8083 area to travel to 22 different high schools across Christchurch.

Bob Parker shared his views on Council's vision for the future of Christchurch. He is passionate about schools being an integral part of a community. He is enthusiastically supportive about local schooling and other initiatives which minimise daily travel. He expressed concerns about how increased traffic volumes lead to subsequent congestion and a demand for larger roads to accommodate it. Bob Parker agreed a local high school in this community would alleviate budgetary demand for roading improvements allowing deferment of programmed roading infrastructure upgrades.

This was discussed when NESE members met with MOE representatives Carey Clark and Justine Baty on 22 October 2010. They expressed interest in viewing the financial costs of implement roading infrastructure upgrades. Information on projects near and influenced by traffic from the 8083 area is provided in Table 1.

### **Recommendation**

A local high school would minimise increasing traffic congestion and defer substantial costs associated with the subsequent implementation of roading infrastructure upgrades. Additionally, it would also lead to the retention of more than 500 students who currently travel out of the area every day.

If there is no local high school, a projected total of 2,200 students will need to travel out of the 8083 area every day to attend high school. This will have significant detrimental effects on peak traffic congestion and future roading requirements..

## 6.1 Christchurch City Council: Local Programmed Roading Projects

David Falconer  
CCCs Strategic Strategy and Planning Group

Table 1: CCC Programmed Works (current July 2010)

	Scheme	Current Programme	Required to complete
(i)	Marshland/Prestons intersection improvement	\$1.769m programmed in LTCCP 09-19 for 2011/12 ( <i>Insufficient for completion of anticipated improvement required in current LTCCP timeframe</i> )	Current total scheme cost estimate \$3m. \$1.231m in draft 19-29 LTCCP would have to be brought forward to enable earlier completion.
(ii)	Belfast/Marshland	\$1.236m programmed in LTCCP 09-19 for 2012/13 (completion).	
(iii)	Hawkins/Lower Styx/Marshland intersection upgrade (in conjunction with Styx Bridge replacement)	<b>No programmed funding in 09-19 LTCCP.</b> ( <i>Insufficient for completion of anticipated improvement required in current LTCCP timeframe</i> )	Current total scheme cost estimate \$5.2m. \$5.2m in draft 19-29 LTCCP would have to be brought forward to enable earlier completion.
(iv)	Greers/Northcote/Sawyers	\$1.334m programmed in LTCCP 09-19 for 2012/13 (completion).	
(v)	Northcote Road 4 laning	\$7.482m programmed in LTCCP 09-19 for 2016/17 (completion).	
(vi)	Northern Arterial extension	\$7.547m programmed in LTCCP 09-19 for 2018/19.	Current total scheme cost estimate \$14.0m. \$6.453m in draft 19-29 LTCCP would have to be brought forward to enable earlier completion.
(vii)	Hills Road extension	\$7.315m programmed in LTCCP 09-19 for 2018/19 ( <i>Insufficient for completion of anticipated improvement required in current LTCCP timeframe</i> )	Current total scheme cost estimate \$8.8m. \$1.485m in draft 19-29 LTCCP would have to be brought forward to enable earlier completion.
(viii)	Cranford Street 4 laning	\$19.240m programmed in LTCCP 09-19 for 2018/19 ( <i>Insufficient for completion of anticipated improvement required in current LTCCP timeframe</i> )	Current total scheme cost estimate \$29.0m. \$9.760m in draft 19-29 LTCCP would have to be brought forward to enable earlier completion.
(ix)	Hills Road 4-Laning (Aylesford-Whitmore)	<b>No programmed funding in 09-19 LTCCP.</b> ( <i>Insufficient for completion of anticipated improvement required in current LTCCP timeframe</i> )	Current total scheme cost estimate \$8.012m. \$8.012m in draft 19-29 LTCCP would have to be brought forward to enable earlier completion.
(x)	Marshland Turner Intersection	<b>No programmed funding in 09-19 LTCCP.</b> ( <i>Insufficient for completion of anticipated improvement required in current LTCCP timeframe</i> )	Current total scheme cost estimate \$0.272m. \$0.272m in draft 19-29 LTCCP would have to be brought forward to enable earlier completion.

## 7.0 Public Meeting – October 2010 – Poll Results

On the 18<sup>th</sup> of October 2010 NESE held a public meeting to bring the public up to date with progress towards a local high school. More than 200 people attended. They embraced the opportunity to hear about our progress and to ask questions.

Attendees were able to indicate their opinions about high school preferences by placing dots on pie graphs. Everyone was given three sticker dots to use to vote on three questions. The poll results were as follows:

- 1) Imagine if there was a co-ed school on one side of the street and a single sex school on the other side, which school would you send your child to?

Single sex	17%
Co-ed	68%
No preference	15%

- 2) Do travel cost, time and distance concern you?

Yes	72%
No	21%
Don't know	7%

- 3) Would you consider moving away if there is no local high school in the area in time for your children?

Yes	72%
No	21%
Don't know	7%

### **Recommendation**

Our community has a strong desire for a local high school. The opinions of those who attended the meeting reflect those NESE Committee members hear regularly. The majority of the people who attended the meeting would prefer to send their children to a co-ed school. They are concerned about the cost and time used travelling and they would consider moving away if there is no local high school in the area in time for their children.

## **8.0 Assessment of a local high school against Statutory Document Provisions**

### ***8.1 Resource Management Act 1991.***

The Resource Management Act is the main piece of legislation that sets out how we should manage our environment. It is based on the idea of the sustainable management of our resources, and it encourages communities and individuals to plan for the future of our environment.

Promotion of sustainable management is set out in Part 2, Section 5 of the Resource Management Act.

#### *Purpose*

(1) The purpose of this Act is to promote the sustainable management of natural and physical resources.

(2) In this Act, sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while -

- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
- (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
- (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.

#### **Recommendation**

Building a local high school in the 8083 area is in line with the Resource Management Act's promotion of sustainable management principals, enabling communities to provide for their social, economic and cultural well-being as well as promoting health and safety by enabling safe walking and cycling to school.

## ***8.2 The Canterbury Regional Policy Statement***

The Canterbury Regional Policy Statement is a statutory consideration. It sets the framework for resource management in Canterbury. It provides an overview of the significant resource management issues facing the region, and sets out objectives, policies and methods to address the region's resource management issues. Its goal is the integrated management of the region's natural and physical resources. These provisions are highly relevant and should be given due consideration and effect as they are operative provisions.

Chapter 15 details Transport, where Objective 1 is to enable a safe, efficient and cost effective transport system.

Policy 1 is to protect the existing transport infrastructure and transport corridors by, among other things avoiding the adverse effects of land use and development.

Policy 3 among other things, promotes changes in the location of activities, which achieve a safe, efficient and cost effective use of the transport infrastructure and reduce the demand for transport.

Chapter 12A provides direction for the growth, development and enhancement of greater Christchurch for the period to 2041. It sets out Issues and Objectives together with Policies and Methods to achieve the Objectives. Relevant transport related issues and outcomes include:

Issue 1: Growth Trends.

Current urban growth trends resulting in a heavy reliance on road transport, particularly on private motor vehicles for personal transportation to existing high schools are inappropriate for ensuring the well being of people and communities in the future.

Issue 4: Growth Impacts

Continuous development, as is occurring in the north east of Christchurch, can overload and adversely affect the efficient use or development of existing infrastructure such as schooling. Schools drawing from greater distances create urban forms that consume more energy and are less sustainable than local schooling solutions.

### **Recommendation**

Creating a local high school to service the 8083 area is in line with the planning framework set up by the Canterbury Regional Council.

## ***8.3 The Christchurch City Plan***

### **Chapter 7 Transport:**

The Transport Objective is: *An efficient, safe and sustainable transport system in the City which provides for ease of accessibility for people and goods.*

#### Explanation

A more sustainable transport system needs to be developed in the City for the long term which has the flexibility to adjust to social, economic and technological changes on both a local and global scale. This could mean the use of alternative fuels or types of transport in the longer term, and the minimisation of energy use in the short term, which is partly achievable through the promotion and increased use of modes such as bicycles and public transport.

The transport system needs to;

- be sustainable;
- maximise safety;
- cater for all modes of transport;
- avoid, remedy or mitigate adverse environmental impacts;
- avoid, remedy or mitigate the effects of energy usage;

### **7.1 Objective:** *A safe, efficient and sustainable transport system.*

#### Explanation

Maximising opportunities for alternatives to the use of the private motor car and increasing the use of both public and non-motorised forms of transport, will promote a reduction in the rate of traffic growth, congestion on the roads, pollution and energy use.

Reducing the City's reliance on non-renewable fuels is a step towards a sustainable transport system by helping to conserve the steadily dwindling sources of fossil fuels and reduce air pollution.

Excellent access and facilities for cycles and public transport is essential for promoting more efficient use of energy and lessening peak congestion.

#### **Recommendation**

A local high school is in line with the Christchurch City Plan's sustainable transport objectives.



## **9.0 Private Plan Change 30 to Christchurch City Plan Prestons Road Ltd**

Report under section 42A of the Resource Management Act 1991

By David Mountfort, Mountfort Planning Ltd, July 2010

Appendix 10

Statement of Evidence by Paul Roberts, Transport Planning Consultant

### Concise Summary of Relevant Issues

Council's traffic consultant Paul Roberts' report describes significant uncertainties that have very recently developed in funding for roading due to changes in central government policy, and the possibility of a significant funding gap. Some roads such as the Northern Arterial extension may take place more quickly, while others may not be provided for to mitigate adverse traffic effects.

The Government has committed to funding the Northern Arterial extension, including four laning QEII Drive, as part of its Roads of National Significance package. The current Government priority is to deliver Roads of National Significance as fast as possible. It is considered likely that the Northern Arterial project will be completed by 2016 or soon thereafter.

In March 2009 there were changes in fuel revenue. Regional fuel tax legislation enabling fuel taxes to be spent locally was replaced by legislation raising excise and road user charges. However, these funds are distributed on a national basis, are contestable and are wholly controlled by the Government's funding agency NZTA rather than locally. This leaves a funding gap. At an activity level many walking and cycling infrastructure improvements anticipated in the period to 2011 are not yet funded. Unless they are to be 100% locally funded there will be delays in their implementation. Notably a shortfall has also been identified in local funding in the Canterbury Transport Project's 10-year forecast.

### Recommendation

Extension of the Northern Arterial, including four laning QEII Drive is imminent. Provision of required safe passageways for walking and cycling by a budget in deficit is uncertain. It is essential that students are able to travel to high school safely. A local high school in the 8083 area would ensure this as there are already established pedestrian and cycle networks.

## **10.0 Changes to Schooling and Migration Patterns Following the Earthquake**

### Changes to Current Family Migration Patterns

Historically, many families have moved away from the 8083 area for their children to attend high school. This has created a population with a low number of teenagers.

A significant number of homes inside the 8083 area were heavily affected by the earthquake on 4 September 2010. The initial uncertainty of not knowing what would happen to homes has now been replaced by a comprehensive understanding of the remediation process. For most families repairing damage to their homes is forecast to take two years.

Residents are now concerned about the future value of their property and wonder if anyone will ever want to buy it. Many families with children in years 5 – 8 at school, who had previously planned to move away from the area soon for high schooling are now feeling trapped. They may have difficulty selling their homes. Their property may have a lower valuation and they may not be able to afford to buy property in another part of town near a high school.

Many of these families will remain in the area as they are unable to afford to move for high schooling as previously planned. This could quickly impact on the capacity of the closest high schools.

### Avonside Girls' High School

It is understood that Avonside Girls' High School may have been damaged by earthquake aftershocks. Concern has been expressed that some already damaged buildings may suffer further damage, potentially affecting the safety and wellbeing of staff and students. Avonside Girls' High School takes a number of students from outside its zone. Any reduction in the ability of Avonside Girls' High School to provide for its current student capacity, in either the short or long term, would affect the rolls of nearby high schools.

### Increase in State School Market Share.

Ministry of Education data shows 84% of the area's 13 – 17 year old students attended a state high school in March 2010. Private schools in Christchurch are at capacity with no plans for expansion. As population increases move up the age year groups, the percentage of students at state schools will increase more than proportionally, further increasing demand for state school capacity.

### **Recommendation**

Provision must be made to accommodate a sharp increase in demand for state high school capacity in north east Christchurch, above the Ministry's current forecasts as a direct consequence of post earthquake changes in schooling and migration patterns.

## 11.0 Conclusions

This report identifies significant points of consideration not already documented by NESE. It shows further distinct advantages a local high school would have for our community.

We wish to support the current initiatives already in place at the closest existing high schools, enhancing the culture of achieving among their school communities. These established programmes could be undermined by the major expansion needed to accommodate the fast growing community in the 8083 area. Smaller high schools provide a more positive, higher achieving learning environment that are cheaper to run and can quickly adapt to student needs.

Children in our community already use active transport to travel to primary school. Walking and biking to high school would be a natural extension of their current lifestyle. Our children wish to belong and feel included as members of a sustainable community.

Central and local government have developed the Resource Management Act, Canterbury Regional Policy Statement and Christchurch City plan. Building a local high school is in line with promotion of sustainable management principals. It seems sensible to encourage the Ministry of Education to give due consideration to their guidelines and to work together to minimise motor vehicle usage.

Extension of the Northern Arterial, including four laning QEII Drive is imminent. It is essential that students are able to travel to high school safely. Provision of the required safe passageways for walking and cycling by a budget in deficit is uncertain.

Provision must be made to accommodate a sharp increase in demand for state high school capacity in north east Christchurch, above the Ministry's current forecasts as a direct consequence of post earthquake changes in schooling and migration patterns.

A local high school for the north east area of Christchurch would: build a stronger community; reduce traffic congestion; reduce the demands for roading improvements and delay the implementation of major road capacity upgrades.

Our community has a strong desire for a local high school.